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Biography

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Frederick J. Harris President of General Dynamics NASSCO

Frederick J. Harris became president of General Dynamics NASSCO and a vice president of General Dynamics Corporation on January 1, 2006. Prior to that, Harris was the senior vice president of programs at General Dynamics Electric Boat, where he was responsible for the execution of all submarine design, construction and repair programs.

For more than four decades, Harris has worked to foster innovation and realize excellence in shipbuilding. His extensive exposure to the maritime industry has provided him with a breadth of knowledge and a unique viewpoint in current initiatives facing the business. He is frequently called upon to offer his perspective to revitalize the maritime industry and associated industrial base.

Harris began his shipbuilding career in 1973 as a senior engineer for Electric Boat's Trident ballistic missile submarine program. Harris' thorough knowledge of ship construction processes and design and build practices earned him a succession of promotions to Senior Vice President. Under his leadership, the VIRGINIA Class program earned a reputation as the premier shipbuilding program in the U.S. Navy, with the first submarine of the class completed within three months of the original planned delivery date set ten years earlier. During this same period, the design and conversion of the first four Trident ballistic missile submarines to SSGNs was completed under his direction, all ahead of schedule and under budget. Harris also oversaw the design and construction of the 100-foot-long hull section for the SEAWOLF Class Submarine, USS *Jimmy Carter*, which provides unprecedented undersea multi-mission capabilities.

As president of General Dynamics NASSCO, Harris is credited with the turnaround of the company's shipbuilding programs and processes. Within 18 months of his appointment, the ships of the U.S. Navy's T-AKE auxiliary program were being delivered on or ahead of schedule and on or under budget, with improved performance on each subsequent hull. The application of Lean Six Sigma and disciplined design/build techniques has earned the now-completed T-AKE Program recognition as the most successful